

TRUCK FARMING AND RAILROADS.

E. B. Stahlman answers an article in the Appeal Touching the Necessity for a Railroad Commission.

And by Tabulated Statements Proves that the Farmer and the Planter Have the Best of It.

The Railroads so far as Charges are Concerned, are and are Greatly Heavily Burdened by Their Exactions.

Under the above head the Memphis Appeal of Aug. 21, publishes a letter written by Mr. E. B. Stahlman, of Nashville, in answer to an Appeal editorial of some days ago, charging Tennessee Railroads with a desire to oppress the "truck farmers" of Georgia by exacting exorbitant rates of transportation on melons to the West and also charging an attempt to cripple the work of the Georgia Railway Commission. Mr. Stahlman, who is an able and well informed railroad man, in an exhaustive paper supplied with valuable statistics and facts, shows that extraordinary exactions have been made by all the roads to keep the "truck farming" interest of the entire South—that the average rates charged now are no greater than in former years—that rapid trains are being run at largely increased expense to the roads, and that large investments, aggregating a half million dollars, have been made in refrigerators and ventilated cars to handle this perishable traffic in a satisfactory manner.

He shows also by elaborate and complete tables that while the Georgia plants, upon the product of one acre of ground, worth not exceeding thirty dollars makes a net profit of \$100 to \$200 per acre, the railroad, upon an enormous investment aggregating millions of dollars, realizes a net profit of only ten to twelve dollars for carrying the product of this one acre to market. The paper and exhibit is valuable in showing what a small percentage of the profit in the business really goes to the railroad, and how thoroughly groundless the stereotyped charge of extortion, etc., etc. The entire paper should be read to be properly appreciated, but want of space forbids more than a synopsis. Upon the question of "truck farming" in Tennessee he says:

Your article, by implication, charges the railroads with discrimination in extortion against the "truck farmers" of this State, and intimates that a railway Commission is necessary to protect their interests.

With Tennessee, as with Georgia, the railroads have conspired to stimulate truck farming. Nothing has been let undone which could be done to help promote the interest of the farmer, rates were made low and gradually reduced. There has been no advance in rates from Tennessee to any point since the traffic first began.

I append herewith the following:

From Memphis, Tenn., to— 1st Class 2d Class

Louisville, Ky., 1884 75 50

Cincinnati, O., 1884 60 40

Indianapolis, Ind., 1884 50 30

Chicago, Ill., 1884 40 20

St. Louis, Mo., 1884 35 15

From Nashville, Tenn., to— 1st Class 2d Class

Louisville, Ky., 1884 40 25

Cincinnati, O., 1884 30 15

Indianapolis, Ind., 1884 20 10

Chicago, Ill., 1884 15 5

St. Louis, Mo., 1884 10 5

To compare further would call for much labor and space; suffice it to say, that rates from all points in Tennessee, including interior or so-called local points, were reduced in like proportion.

Without going further, I am persuaded fair-minded men will concur with me in saying:

1. That the railroads of Tennessee did encourage capital to be invested in "truck farming" in the South generally and that this support has not been withdrawn.

2. That no prohibitory tariff of rates has been asked or exacted.

3. That no efforts have been made by Tennessee roads to cripple the work of the Georgia Commission.

4. That the traffic will bear a much higher rate of freight than is being collected.

5. That the Georgia Railway Commission, even with the friendly co-operation of Tennessee roads, is powerless to control the rates of traffic destined by points beyond the Georgia State limit.

see to Jan. 1, 1883, shows the following:

Total Miles. Miles of Track. Miles of Road.

Pennsylvania 5,607 10,407 2,389

Tennessee without a commission 392

Tennessee with a commission 47

construction in Tennessee being attributable and confined to unfinished branches, the building of which were contracted for prior to the passage of the railway commission bill. It can be stated as a fact that with fifty-three new charters granted since 1881 not a single mile of new track is being laid in the State to-day. As to rates of transportation in the two States, it is a fact that the Pennsylvania roads are charging even higher rates on the product of Pennsylvania than is being charged by Tennessee roads on the products of Tennessee, and yet the men who should dare advocate a mandatory railway commission in Pennsylvania would be drummed out of the legislative halls. The people there want no railway commissions; although the railway track mileage of the State is nearly 500 per cent. greater than the mileage of Tennessee, they are still crying for more, because they know more railroads mean increased development and greater prosperity.

Tennessee roads want no quarrel with her people; they want instead the most perfect harmony and co-operation in a joint effort for the promotion of the general good and development of the vast resources of the State. The roads and the people are bound together in a common interest, and the people are bound to the roads by the most perfect harmony and co-operation in a joint effort for the promotion of the general good and development of the vast resources of the State. The roads and the people are bound together in a common interest, and the people are bound to the roads by the most perfect harmony and co-operation in a joint effort for the promotion of the general good and development of the vast resources of the State.

ASKING TOO MUCH.

A Democratic Paper Which Cannot Defend an Extortion and Unfair Nominee.

Col. Savage's Tallahassee Harassment Judged by the Standard of Decency and Propriety.

Payetteville Observer.

We have always been loyal to the Democratic party; have always supported its nominees and defended the utterances of its candidates, in as far as we could do so without being recreant to our duty as citizens of the State.

Col. John H. Savage is one of the Railroad Commissioners, by appointment of the Governor, and one of the nominees of the Democratic party of the State for Railroad Commissioner.

His duties under the act creating the commission are of a judicial nature, and, therefore, non-partisan; and we had supposed that Col. Savage, in the performance of his duties and in his appeals to the people for support, would govern himself by those rules of propriety becoming one occupying and aspiring to a judicial position. In this it appears that we are mistaken.

In a speech made at Tallahassee on the 12th inst., during the sitting of the Congressional Convention, as reported in the American, he transgressed all rules of decency and propriety. He made a harangue that would be unworthy the lowest professional politician in the land, and if he is correct in reporting that he was utterly and unworthy the position to which he is aspiring.

We have not space to give the whole speech as reported, but a few extracts will suffice. He said: As soon as the railroad rates were made low and gradually reduced. There has been no advance in rates from Tennessee to any point since the traffic first began.

I append herewith the following:

From Memphis, Tenn., to— 1st Class 2d Class

Louisville, Ky., 1884 75 50

Cincinnati, O., 1884 60 40

Indianapolis, Ind., 1884 50 30

Chicago, Ill., 1884 40 20

St. Louis, Mo., 1884 35 15

From Nashville, Tenn., to— 1st Class 2d Class

Louisville, Ky., 1884 40 25

Cincinnati, O., 1884 30 15

Indianapolis, Ind., 1884 20 10

Chicago, Ill., 1884 15 5

St. Louis, Mo., 1884 10 5

To compare further would call for much labor and space; suffice it to say, that rates from all points in Tennessee, including interior or so-called local points, were reduced in like proportion.

Without going further, I am persuaded fair-minded men will concur with me in saying:

1. That the railroads of Tennessee did encourage capital to be invested in "truck farming" in the South generally and that this support has not been withdrawn.

2. That no prohibitory tariff of rates has been asked or exacted.

3. That no efforts have been made by Tennessee roads to cripple the work of the Georgia Commission.

4. That the traffic will bear a much higher rate of freight than is being collected.

5. That the Georgia Railway Commission, even with the friendly co-operation of Tennessee roads, is powerless to control the rates of traffic destined by points beyond the Georgia State limit.

6. That the "truck farming" interest of Tennessee has been better protected without a Railway Commission than the "truck farming" interest of Georgia with a Railway Commission.

What is true of "truck farming" in Tennessee is true of every other interest. Tennessee railroads must and will build up, they cannot afford to be down.

THE INDUSTRIAL INTEREST.

A Railroad Commission Neither Necessary Nor Desirable.

No Conflict Between the Roads and the Business Public.

The Farmer's Safeguard Against Oppressive Charges.

The Southern Lumberman, from which the following is clipped, represents one of the largest interests in Tennessee:

We have taken considerable pains to obtain the calm and quiet views of the saw-mill men and lumber dealers, as well as those of prominent business men representing nearly every industrial interest, concerning the proposed Tennessee Railroad Commission, and find that they agree with wonderful unanimity that a commission is neither necessary nor desirable. We learn that there is no conflict in this State between the roads and the business public as a body, and no serious complaints are made in any locality that have not, or cannot be, adjusted by presenting the case of complaint in a proper manner to the proper persons. Railroads, like every other business, are run for money—a profit upon the investment—and their profits are derived from the people. It is obviously to their interest to cultivate a friendly feeling with the business public. The managers, officers, and employees are daily brought into business contact with every class of people, from the highest to the lowest, and the roads are bound to maintain a considerable sprinkling of editors and preachers, and a shower of cranks, and it is a matter of profound astonishment that they give such general satisfaction as we find.

It is said that the commission is intended to prevent discrimination and extortion. We do not comprehend how the roads can seriously oppress us when it is impossible for them to take from us any right or privilege we possessed before they were built. Suppose they charge us sixteen cents per ton for lumber from Lebanon, Westmoreland, Franklin or Gallatin to this city, and then transport the same lumber from here to Montreal—three hundred times the distance—for thirty cents, who is injured? We have the same turnpikes, in as good condition as before the roads were built, mules and wagons are about as cheap, and probably much less than formerly; so, rather than submit to "extortion," so have "our hard earnings wronged from us by oppression," we had much better fall back on the good old wagon and team plan of our fathers. There are many sections of the State of Tennessee where new railroads are imperatively demanded—must be built, and that soon, or they will fall far behind the other portions of the State that they can never regain their proper places.

It is just to the citizens of these sections that we, who enjoy the blessings of railroad connections, by establishing a hostile commission forever deprive them from enjoying the same blessings? That, indeed, would be class legislation of the most brutal kind that would discriminate in favor of the wealthy sections of the State, which possess all the transportation facilities they need, to prevent the poorer sections from ever securing the same advantages. The fact has been demonstrated, and admitted, that should the proposed commission be established and invested with power to regulate the operations of the railroads in the State, no capitalist, either native or foreign, would care to invest in any investment, and railroad construction would cease in this State, and that, too, at a time when a large proportion of the best and most progressive citizens of the State are bending every energy to secure railroad connections for their respective sections. It would be an outrage to take the rights and liberties to frustrate their honest endeavors to benefit themselves and their sections in a legitimate manner.

The Baltimore Manufacturers Record, reviewing the statements and figures given in Poor's Railroad Manual, the advance sheets of which have just been issued, makes the following statement, based upon the actual figures:

"The aggregate railroad mileage of the whole country is now 120,562 miles, against 87,782 miles in 1880, showing an increase of 37.5 per cent., while the total capital is \$2,495,471,311, as compared with \$9,425,722,560 in 1880. It is, however, to the South's position that we desire more especially to call attention.

"If we take the four-year period from 1879 to 1883 it will be found that the development of the South's railroad system during that time was rapid and that the following table shows a most gratifying progress: If we were to examine closely into the present condition of railroad building in the South we would find that, in a number of the States where most unjust and arbitrary laws have been enacted for the control of railroads, capitalists have sensibly refused to risk their money, and that the control of which is taken from them by law, and that railroad building is therefore very slack."

A USELESS COMMISSION.

Tennessee Cannot Afford to Hamper Her Roads by Unnecessary Warfare.

Columbia Herald.

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

And under this, why not have the Governor, Secretary of State and Comptroller constitute this commission, with a small addition to their salaries instead of paying large salaries to a useless commission?

From all we can learn the Railroad Commission bill is growing more unpopular, and will likely be repealed by the next Legislature. It is wrong in theory, inefficient and harmful in practice, and has already been declared unconstitutional by the Federal Court, and we can see no reason for continuing it in force and paying large salaries to the Commissioners, while they are doing nothing, under the injunction of the court. Our platform calls for a commission of some kind, and we believe there should be one, but instead of giving it absolute power, combining the functions of counsel and judge, we think that an advisory commission, with power to hear and investigate all complaints against railroads, and in their own name, bring suits in all cases of oppression, would accomplish much more good and be acceptable to the people.

ries to other men to act as commissioners. The bill requires that this commission report to each session of the Legislature of abuses or oppression by the roads, and suggest any necessary legislation to correct such oppression if the existing laws are inadequate. We believe many, if not most, of the complaints against the roads are from misunderstandings, or accidental, or unauthorized acts of agents, which the roads would satisfactorily explain or correct upon their attention being called to the trouble. The fear upon the part of the roads of an unfavorable report from this commission, bringing up the question of the roads, would be sufficient check if they had any desire to do wrong. Our railroads are of such great advantage to the State, and their interests are so closely identified with her prosperity, that we cannot afford, aside from a question of right, to hamper and injure them by an unnecessary warfare.

A LINGERS FOR TENNESSEE.

Georgia Farmers Receiving no Aid from Its Commission.

The Chattanooga Times, referring to the complaints made by farmers and truckmen in Southern Georgia that on account of high rate of freight and the greed of middle men they have been unable to ship their products to Northern markets without loss, says:

And this moves us to inquire: Why does not the Georgia Railroad Commission protect the truck farmers against these exactions? Why does it allow this great interest to be broken down? If it be answered that nearly all the shipments of railroads, etc., are to points beyond the State and therefore not under the supervision of the Commission, we ask further what good is the Commission to the great producing interests of Georgia? Ninety per cent. of the products of railroads and plantations expect to realize a profit are sent beyond the State lines. If railroads may make up for losses on local freights prescribed by the Commission by imposing extortionate rates on products going out of the State, where does the gain of the producer lie? The Commission's supervisory power?

If we apply these facts and deductions to our affairs here in Tennessee we shall not thereby encourage farmers of this State to expect great advantage from placing the management of our railroads in the hands of a commission. The local schedule proposed by our commission fixes rates on farm products about 25 per cent. higher than those enforced by the Georgia commission, thus putting our people at a decided disadvantage. If any commission in the country could have reduced rates in this State, the work of the Georgia commission should have succeeded. But the facts are the other way. The greater portion of the press of the State bears united testimony that its interference has about brought the projection of new lines to a standstill, and that it has not succeeded in the extension of old ones. There is abundant proof that while the city of Atlanta has been considerably benefited by the operation of commission rates, the State at large has not, on the whole, been served as cheaply by the roads as before the commission undertook their direction.

There is no basis of sound reasoning for a State Commission to rest upon. They cannot interfere with rates fixed in their State on cargoes destined for points beyond the State's jurisdiction. Whatever concessions they force from the roads on local sections is gotten back from local shippers by increasing rates on goods going out or coming into the State. It only results in taking money out of one railroad till and putting it back in another railroad till. The people who pay the piper are not benefited.

Unless the privilege of paying several thousands of dollars a year in salaries and expenses of a commission may be a benefit.

In the case of Tennessee, the shippers on her roads had no right to expect anything of the Commission but that which has happened. The law of their creation was a hatch-potch of whims and caprices, and was pronounced worthless by our best lawyers. The gentlemen chosen to enforce this law and act as umpires in the delicate and difficult relations between shippers and railroads was a unique body. At the head was placed a cranky old man, a political animal, not one of the ablest men of the State, and entertaining views on public and corporate finances similar to those held by French agrarians, by Dennis Kearney, of California, and by Justus Schwab, of New York City.

Next in order was a gentleman who had resided on the line of a railroad, had not made the operations of our railway system any part of his study. The gentleman at the tail of this remarkable board had, we believe, at some period in his career, surveyed the line of a projected road and been active for a short period in the engineering department of another road. Not a man of the three was a member of the "tricks of the trade" of practical railroading as an intelligent brakeman. They all knew less of the great interest over which they were set, involving not less than \$75,000,000 of capital, than is known by any division superintendent or upper clerk in a freight office.

With a Commission so composed, a rickety state to guide them, and a cranky communist sitting at the head of the table, as legal adviser, is it any wonder that the attempt at railroad regulation in Tennessee has fallen into general contempt? Is it any wonder the courts sent the board into indefinite retirement?

We are not of those who believe there are no railroad abuses that should be abolished. We know of many that must be reformed by the managers themselves, or the Legislature of the country must intervene to protect the roads and the people from the rascally practices of some of the managers. A State Legislature can have more control than it can reform the courts of. The patchwork meddling of States only complicates the situation, and does neither roads nor patrons any good.

If it is Honest,

Nashville Banner.

The Democratic party will not overlook any pledge of the party, or any nominee in this canvass. It goes to the country distinctly committed to the observance of its covenants and clean methods. Among these is the creation of an efficient Railway Commission.—World.

"Efficient" Railway Commission, it means and means what it says, it will join in the general demand for scratchmen, Gordon & Co. from one end of the State to the other.

THE DEMAGOGUE.

Born at the Wrong End, or He Might Have Become a Bank President or a Robber Manufacturer.

The American.

The most deplorable social disorder which can befall a people is a state of hostility between the moneyed—or more properly the business—interests and labor. Capitalists in the strictest sense have but little to do with labor. They collect their interest, and only deal with labor indirectly. But a state of hostility between the business men—who may be rich men, with large means—either manufacturers, merchants, planters, bankers, railroad officials, or others using capital—and the laboring people, is a calamity.

One reason for referring to this question now is that a financial pressure—a time of distress—when the laboring people suffer most, is always utilized by demagogues and men with an agrarian spirit to stir the passions and engender hate between the classes. We are but performing a duty to the public when we warn the masses—generally termed the laboring people—against even ignorant or evil-minded men, who pose before them as the champions of their rights to attack, in the name of the people, banks, railroads, manufacturers—all men combining capital in the interest of progress and money making.

The present canvass will not progress far until this class of men will appear on the stage, pose before the public, and, taking advantage of the social elevation which fermenting politics brings to unworthy people, will stand out as the friend of the laboring man to warn him of the injury he is exposed to by the making of railroads and all manufacturing industries. The motives and purposes of these men we have but little to do with. Sometimes they mean nothing more than to engender a prejudice that they hope will supply a deficiency which it is charity not to mention; but most usually they mean to stir up the passions of the people, and, by the use of life-long and well-authenticated failures—scared with the world because, having no doubt about their ability, they attach all the blame to people who have outstripped them, and whom they denounce as capitalists.

When these men shall come to pose before the public—as they will do all over this country before the canvass is over—the people appealed to by them will do well to bear in mind that, in this country, more than in any other, capital is the reward of toil. The men whom the upstart points to as the cause of their distress are the men who are the backbone of the business world, are most of them, men who started with the upstart, but have simply left him behind. Or, it may be, that they did not start with him; he may have been a rich man's son and college bred, but simple in account, and when he came to the most obscure families. This upstart, seeing others walk away from him, or pass him in the race of life, in good plight to do the subject full justice. With this class of men every one getting a large salary for his faithful attention to business is a thief; all combined capital is robbery; wealth is a crime, and their greatest ambition is to engender hates and hostilities between the classes.

A country like ours never has a worse enemy than the demagogue, who labors to array classes against each other. A little reflection will convince the laboring people that he is their worst enemy. Besides, he writes himself down an ignoramus. By a law of social life in this country the rich and the poor change places with each succeeding generation. This upstart was simply born at the wrong end of the cane, and he ought to remember that his father—certainly not farther back than his grandfather—was a property holder, belonged to the class of people who, in his estimation, are all thieves.

Then again, a little thought will leave on his mind this lasting impression: If I follow this man enough to give my son and daughter good habits, will in time be among the rich people, and so my only complaint is that I was born at the wrong time, or I might have been a bank President, a railroad official, or a robber manufacturer.

Through this entire canvass, the demagogue will be seen on the stump or in the newspapers, posing before the laboring people, who would not accept the Presidency of a bank or a railroad, if it were tendered him, and give up his present occupation. And more than that, every mother's son of them believes that he will place his hands on the people who only find it out.

The Policy is Objectionable.

Louisville Courier-Journal.

Two years ago, in order to unite the party in Tennessee, in order to restore something of the lost prestige, in order to align it as far as possible with the National Democracy, we willingly surrendered our own opinion concerning the State debt to what was a decision of a majority of the party, and used all our influence for the election of Gov. Tate. For this, certainly, we have no apology to make.

Now the party in Tennessee is in the midst of another canvass. The Republicans have put forward a strong man, an ex-Confederate soldier, as their candidate. They are earnest, organized, aggressive. They mean to win, they hope to win, and, though our confidence in Democratic success is as strong as two years ago, we will support Gov. Tate just as earnestly, we shall not in power, now and hereafter to prevent any political blunder, especially a blunder which will in anywise imperil the State.

At this time, above all others, it is necessary to reunite the party, and it cannot be united on the policy as outlined by the Nashville World. It is making a bitter, a vindictive, an unreasonable war against the railroads, such as will not only array these corporations against us, for which we care little, but which, before the election, arouse the feeling of the conservative men in both parties against us.

In short, the policy itself is objectionable, and the people are beginning to see it. The strongest argument against giving the management of the railroads to a commission is furnished by the tariff put out by the Tennessee commission. This tariff, when analyzed, showed that it contained discrimination of the most remarkable character, discriminations in favor of articles manufactured by convict labor as against the farmers and free labor.

This, we doubt not, was unintentional. The Commissioners are above suspicion; but when it is remembered that they are chosen because they are ignorant of railroads, own no stock in them, and have nothing to do with transportation interests, it is not strange they blundered.

In a Compact Form.

Memphis Avalanche.

The Banner puts the Railway Commission question in a compact form in this paragraph: "We have tried the commission experiment until people all over the State have been convinced of its injurious effect. The commission in Tennessee was the result of hostility to the roads, and was worked up by demagogues, and the nomination of the old Commissioners, headed by a man who has made it his habit to base to a circular attack on railroad interests, is convincing evidence that, under whatever law operating, such a board would only work an injury and retard industrial progress in the State. The people want more railroads; they want to utilize every possible means of building up an enlarged prosperity, of increasing the value of their lands, of securing increased facilities for marketing their products and of developing all of the latent resources of the State. These are far more important considerations than the doubtful expediency of a Railroad Commission, and the making of political capital out of such a question. The general industrial, agricultural and commercial interests of Tennessee are of paramount consequence, and any attempt to subordinate these great interests to the clasp of a political indifference of a useless and unconstitutional board, which only endorses the people's money without returning any equivalent, is unworthy of support."

Party Pledged to Respect Vested Rights.

Tulahoma Guardian.

It is to be regretted that we have a few men who are unwilling to let well enough alone. One or two of our State exchanges, after a silence of some weeks, are again endeavoring to antagonize the railroads. What good these journals hope to accomplish by such a course is not shown. They demand a Georgia commission law for Tennessee, and which the courts of Tennessee and Mississippi have, in clear and plain language, declared cannot be enforced in this State. The railroads of Tennessee have vested rights. In our judgment, no legislative enactment can deprive them of these rights.

The Democratic party in its State platform distinctly announces that the rights of the railroads are to be respected (the same declaration is made in the Coffee County platform). This will not be done if the Legislature enacts such laws as the papers we speak of demand, nor can such laws be enforced.

If there be any unjust discrimination or extortion by the railroads, it is to be prevented by general laws. But it does not follow that such laws shall embrace a commission with powers at will to destroy the revenue of the roads, and, by destroying their value, cut down the revenue the State receives from taxation of these roads and leave the burden on the State and people.

There is much to be said against the Commission in any form. Certainly the welfare of our party and State demands a prompt rejection of all extreme measures.